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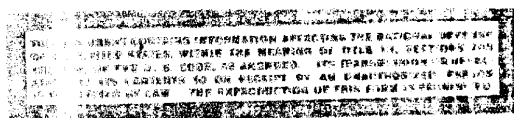
SUBJECT: Vietnam (North) (South) Airfield

EVALUATION

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SUPPLEMENT TO
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1. In October 1953, the cleaning and filling of joints between the concrete slabs on the runway at So orfheide airfield progressed. Work had started at the eastern end of the runway and continued toward the west. Work on the strips, referred to as harps, at the northwestern end of the runway was completed by 23 October, while work on the harps was still under way on the southeastern end of the runway.
2. On 23 October, the taxiway was completed, except for the points where the Vietnamscort-Gross Berlin road and the spur track cross the taxiway. Furthermore, work was being done by hand on the rounded-off sections where the connecting lanes branch off. Machines were used for widening the taxiways which branch off from the western and eastern ends of the runway. Source furnished a sketch. 1
3. In Jagen (forest sub-district) No 102, the four round holes, each 15 meters in diameter, with one concrete base each, were completed. The two southern holes were 50 meters apart and about 50 meters north of the railroad line. The two northern holes, with the same interval between them, were located 40 to 50 meters north of the southern group. Just east of the southern group, construction work was being done on a building, allegedly the pumping house. In the second half of October, construction work was under way on a ramp, 12 x 4 meters, south of the excavations, close to the spur track. On 23 October, source observed a crane near the northwestern excavation; this crane will probably be utilized for the installation of fuel containers in the hole. 2
4. The so-called wood camp was under construction on both sides of the cleared lane in Jagen 103/104 and 115/116, 2 or 3 km northwest of Kuntachlag, about 50 meters north of the Kuntachlag-Zehlerich road. The cleared lane was being improved by a concrete road, about 2 m wide, and with a 10-cm-thick concrete cover. This road starts at the Kuntachlag-Zehlerich road and extends as far as to the spur track which leads to the airfield. Grading work on the road was completed by 23 October.

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and concreting work was to start in the near future. Work was under way on a railroad siding which, in the north, branched off from the spur track to the field and extended to the south, partly parallel to the road under construction. Three ramps, each 15 x 5.5 meters, were being built in the area between the railroad siding and the new road. Two of the ramps were completed by 23 October. Opposite to the ramps and east of the road under construction, three shed-like low brick buildings, each 14 x 8.5 meters, with wooden roofs were being erected in the southwestern corner of Jagen 115. These buildings were referred to as storage facilities (Aufbewahrungsstelle) by the construction staff. A building, 20 x 6.5 meters, with a fore part, 6 x 5 meters, at the northern side, was under construction in the northeastern corner of Jagen 104, close to the new road. Just south of this building, work was being done on another building, 15 x 10.5 meters, apparently the guardhouse. The latter two buildings were two-story timber framework structures with an insulating layer in the walls. They were plastered in the inside. The workers at the field referred to the construction as an ammunition dump or spare parts dump. Source made a sketch of the ammunition dump. 3

5. According to rumors on the construction site, a portion of the present work force would be dismissed by 15 December 1953 and 700 to 750 workers would remain at the field during the winter months. On 21 October, 40 laborers were allegedly transferred to Tutow.
6. In October, 8-meter-wide concrete strips referred to as harps which were to serve as dispersal areas were under construction south of the eastern end and north of the western end of the runway. The spaces between the individual strips were to be sown with grass. 1
7. Source learned from a surveyor that an approach road to the ammunition dump was under construction north of the Gross Doelln-Vogelsang road, between kilometer markers 5.6 and 5.7. In early November, work was started on the concrete cover which was 15 cm thick. 3
8. At the beginning of November, concreting work was stopped on the runway and taxiway, while it still continued on the approach road to the ammunition dump. A surveyor stated that concrete work would be resumed in the spring of 1954. In the meantime, workers have been dismissed.
9. On 15 October, source entered the field in order to clarify details on a high tension station. He determined that each container of the scheduled fuel dump allegedly had a holding capacity of 400,000 liters. According to plans seen by source, a pumping station and an oil dump were also to be built.² On 27 and 28 October, a conference was held at the Soviet construction staff in Leipzig on construction work at Schorfheide airfield, referred to as Project 101. He determined that Lieutenant Colonel Vyshov (fnu) was the representative of the Soviet construction staff at Schorfheide airfield. Vyshov mentioned during a conversation that a contract similar to the Schorfheide project will be placed with the VEB-Anlagenbau for Oranienburg airfield in the near future.
10. About three fourths of the joints on the runway were filled with bitumen by 7 November. The filling of joints also continued on the taxiway.
11. The ramp, about 100 meters long and 50 meters wide, had concrete side walls with a thickness of 40 cm at the top and 1 meter at the bottom. The space between the concrete walls was filled with earth at the end of October and

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the beginning of November. The upper 40-cm space was filled with coarse and fine chippings. About 15 meters west of the ramp there was a staked-off area, 25 x 15 meters, where excavation work was under way, allegedly for the construction of a brick building.

12. The strips referred to as harps north of the western end of the runway were completed by late October. The individual strips were 10 meters apart. Of the strips south of the eastern end of the runway six were concreted and preparation work for the concreting of the other strips was completed by 7 November. The drainage ditch along the northern edge of the runway and about three fourths of the southern drainage ditch were completed. 1
13. Construction work was started on a platform, 60 meters long and 5 meters wide, along the railroad line leading from Vogelsang westward to the airfield, beginning at kilometer marker 11. A stretch of 45 meters had already been planked. The platform was to be provided with a wooden roof slanting to the rear. Of this roof a stretch of about 10 meters was completed by early November.
14. Of the six excavated holes for the fuel dump two were filled up again. About 150 meters west of the planned road and about 50 meters north of the spur track, five concrete blocks were being erected in two parallel rows, one row consisting of 3 blocks, each 2.50 x 1.5 x 1.2 meters, and the other row consisting of 2 blocks, each 1.2 x 1.2 x 1.2 meters. The two intervals between the 3 blocks of the former row were 19.7 meters and 12 meters from west to east. The distance between the two rows of blocks was about 15 meters. Between the northern and southern blocks, a ditch, 30 cm wide and 1 meter deep, was being excavated and provided with a 10-cm concrete bottom. From this ditch branch ditches extended to the individual concrete blocks and the pumping house. Along the northern side of the pumping house there were six apertures, each 30 x 25 meters, leading into the basement. Allegedly, pipes are to be laid in the ditches and gasoline pumps are to be installed on the concrete blocks. The pumps are to transfer the fuel from the railroad tank cars on the spur track into the gasoline pipe leading to the pumping house. From the pumping house, the fuel can be compressed into the individual fuel containers. Source determined that the pipeline has a length of 49 meters from the point where it branches between the two eastern concrete blocks to the bend at the northeastern corner of the pumping house. No finished containers were installed in the four holes at the fuel dump, but the containers were assembled of sheet iron on the spot. The containers, the sides and bottoms of which were welded together of iron plates 4 mm and 7 mm thick respectively, rested on concrete rings, 80 cm thick and filled with earth. In early November, surveying work was being done on a scheduled road which is to lead in the extension of the connecting lane between the runway and southern taxiway to the fuel dump, as far as the spur track. Source made a sketch of the field and the fuel dump. 2
15. The number of personnel at the field was meanwhile reduced. Some of the workers, including construction superintendent Eichler (fnu), transferred to Tutow.
16. According to official records, 1,834 workers were employed at the field by the Bauunion Brandenburg on 26 October.
17. During a conference held with the Soviet construction staff at the field on 28 October, the Soviets mentioned 30 June 1954 as target date for the completion of the airfield. According to a Soviet officer, a sum of 16 million eastmarks was available for the work still to be executed. 5

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18. On 31 October, source determined that hardstands with shrapnelproof aircraft revetments, as had been previously constructed at Werneuchen airfield, were not planned to be built along the southern taxiway at Schorfheide airfield, but zigzag roads, each about 1,000 meters long, 20 meters wide and with a 20-cm concrete top layer, were to be built from the ends of the runway. The road from the eastern end was to lead into the wood near Bebersee (lake), where the cutting of trees had already started. Each road was allegedly to be provided with hardstands with shrapnelproof aircraft revetments for 35 aircraft. Source believed that the shrapnelproof walls were to be built differently from those at Werneuchen. The inner side of the sloping wall was to be covered with concrete slabs, while the outer side was to be filled up with sand. 6
19. On 31 October, work on the runway, southern taxiway and connecting lanes was completed except for the filling of joints, as regrinding work had to be done at a considerably larger scale than previously assumed. Allegedly, about 600 workers were to remain at the field during the winter months, while some of the laborers were to transfer to other construction projects and others were to be dismissed.¹ Major Tsirbaneck (fnu) was responsible for construction work on the runway, zigzag roads and hardstands. 4
20. At the beginning of November, construction work was being done on a fuel dump consisting of four containers, each with a holding capacity of 400 cubic meters. The containers were 14.6 meters in diameter, about 2.3 meters high and partly underground. They were made of steel plates 4 to 6 mm thick. After the installation of the containers was done, concrete protection walls were to be erected and subsequently the containers were to be covered with earth. The construction of another fuel dump was planned at a place 1,200 to 1,300 meters east of the Vietmannsdorf-Gross Doelln road. The tanks are to be filled from railroad tank cars by means of a pumping station. 2
21. An ammunition dump was under construction southwest of Grunewald. It was to be supplied with current through a transformer station which was to be erected there. About one third of the ammunition dump was to be completed by 15 December 1953. Further construction plans had not yet been issued to the construction staff at the field. 3
22. The German construction staff at the field had promised to complete concreting work on the runway and taxiways by 7 November, the anniversary of the October revolution. In the first week of November, a total of 1,100 cubic meters of concrete were used. The construction staff was well aware that Schorfheide airfield was being improved for an occupation by heavy aircraft.¹ In early November, the Soviet supervisor was on furlough and meanwhile replaced by Lieutenant Colonel Fomanenko (fnu). 4
23. The following personnel of the German construction staff were employed at the field:
- | | |
|--|-----------------------------|
| Roland Koetz | construction superintendent |
| Alois Kluck | SED, labor section |
| Gustav Sitzy | SED, cadre section |
| Albert Wiebach | SED functionary |
| Horst Kunze, in his late thirties,
and Scheffler (fnu) | foremen for concreting work |
| Albert Schulze, about 60 years old,
Paul Maass, Walter Krause,
Erich Zeebe | foremen for excavation work |

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Rudolf Ney, in his mid-thirties,
Proessdorf (fnu),
Halaczinski (fnu)

foremen for sub-surface construction
work

Rudolf Pauch

mechanical engineer

Fritz Schurmann, Bach (fnu)
Staritz (fnu)

mechanics

Schiele (fnu)

surveying engineer

24. The entire runway and taxiway were completed and cleaned by 13 November and the construction implements were removed. During the first half of November, every second joint of the runway was being grinded to a depth of 15 cm and filled with tar.
25. The two dispersal areas, referred to as harps, in the northwestern and southeastern corners of the runway were concreted by 10 November. A construction superintendent stated that these harps were to be used as parking lots for tank trucks, and that a concrete road would be built to these areas. Construction work was being done on dispersal areas on both sides of the taxiway which branches off to the south from the western and eastern ends of the runway. A total of four such dispersal areas were scheduled to be built.¹ Clearing and uprooting work was started on a terrain, about 2 km long and 500 meters wide, extending from the southeastern corner of the taxiway toward Bebersee. Allegedly, dispersal areas with concrete shrapnel-proof revetments were to be constructed there. ⁶
26. Grading work on the connecting lane between the taxiway and fuel dump in Jagen 162 was completed by 13 November. The lane was scheduled to be concreted before the winter. The circular road around the fuel dump was not yet entirely graded. The pumping house in the fuel dump which was about 3.5 meters high had at its southern side a door, about 1.5 meters high, from which several pipes emerged. These pipes which were laid in a ditch on a level concrete bottom terminated at large concrete blocks located along the railroad line leading from Vogelsang to the airfield. The fuel allegedly was to be transferred in these pipes to the fuel containers via the pumping house. No connecting pipes had as yet been laid from the pumping house to the fuel tanks. In early November, a large crane transported steel plates to the excavations for the fuel containers, where the plates were welded together on the spot. On 13 November, source observed the bottoms of two containers, each about 14 meters wide. The steel plates used were 5 to 8 mm thick and 4 x 1.5 meters large. ²
27. The construction site between Kurtschlag and Grunewald was located in Jagen 115 and bordered on the railroad line to Vogelsang to the north and on the Zehdenick-Kurtschlag road to the south. On this site, work was being done on a concrete road which branched off from the Zehdenick-Kurtschlag road, about 1.5 km west of Kurtschlag and extended to the north. The road bed was being leveled and covered with a layer of concrete 15 cm thick. A stretch of 50 meters was completed by 13 November. Work was further being done on a railroad siding to the ammunition dump with shunting facilities and on three concrete ramps. This railroad siding branched off from the spur track to the field. Three foundation walls of buildings were observed behind the ramps. About 70 men worked on the construction side in mid-November. ³

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28. At the beginning of November, soil was being cut in the area between the runway and the northern edge of the field, piled up at the side, and then hauled away for filling the two pits south of the taxiway. Allegedly, the area was to be filled up with top soil.
29. In mid-November, about 1,500 workers were employed at the field. A portion of the work force was given notice for 25 November. It was rumored that a total of 720 to 800 men, including administrative personnel, would be employed during the winter months. Construction superintendent Kunze (fnu) stated that large scale concreting work was scheduled for the spring of 1954. The concrete mixing machines and distributors, after being overhauled, were erected for future employment in the southeastern corner of the construction site. The cement storage sheds were filled up and gravel and chippings arrived in mid-November. Cleaning up work was being done on the entire construction site and the construction material was hauled to the storage places. A portion of the rails and field railway locomotives was being shipped to Tutow and Magdeburg. 7

- 25X1 1. [] Comment. At Schorfheide airfield work was completed on the runway, the southern taxiway, and the dispersal area, referred to as harps, at the northwestern and southeastern ends of the runway. The last paragraph, according to which the harps are to be used as parking lots for tank trucks, is believed to be correct. One source provides a sketch of these harps at the southeastern end of the runway and of the dispersal area between the runway and taxiway close to the eastern end of the runway. For sketch, see Annex 1. The same dispersal area was built at the western end of the runway and harps were constructed northwest of the western end.

- 25X1 2. [] Comment. The assumed holding capacity of the fuel dump is reported for the first time. According to this information, the fuel dump in Jagen 162 would have a capacity of 1,600 cubic meters. It has not been determined so far whether the additional fuel dumps intended to be built in Jagen 158 and 160 will have the same capacity. For sketch of fuel dump, furnished by source 4, see Annex 2.

- 25X1 3. [] Comment. The reporting sources confirm and supplement previous statements on the ammunition dump. For location sketch of ammunition dump furnished by source 1, see Annex 3.

- 25X1 4. [] Comment. Lieutenant Colonel Vyshov reportedly was a patient in the Wittstock hospital in February 1950. He has previously not been reported in connection with the Soviet construction staff. Major Tsirbaneck is reported for the first time. Lieutenant Colonel Romanenko is the representative of the Wehrer construction staff at Schorfheide airfield. Lieutenant Colonel Khomutov is the chief of the Soviet construction supervisors.

- 25X1 5. [] Comment. The reported target date for completion of the work at Schorfheide airfield cannot be commented on as no information has been received on individual construction plans and on the number of personnel to be employed in the spring of 1954.

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- 25X1 6. [] Comment. This first information on the scheduled construction of dispersal areas with shrapnelproof aircraft revetments southeast of the taxiway appears credible. This location of aircraft revetments would provide better protection for the parked aircraft than along the taxiways as was previously reported from other airfields. The construction of such dispersal areas and aircraft revetments possibly is another indication for the significance of Schorfheide airfield. Further statements are expected with regard to the size of the planned dispersal areas. Therefore, the correctness of the information that 35 aircraft revetments are to be built on each dispersal area cannot be stated.
- 25X1 7. [] Comment. The information on the decrease of the number of workers during the winter of 1953/1954 and on the transfer of some workers to Tutow has been received several times. The material which was transferred to Magdeburg is to be used for civilian construction projects.

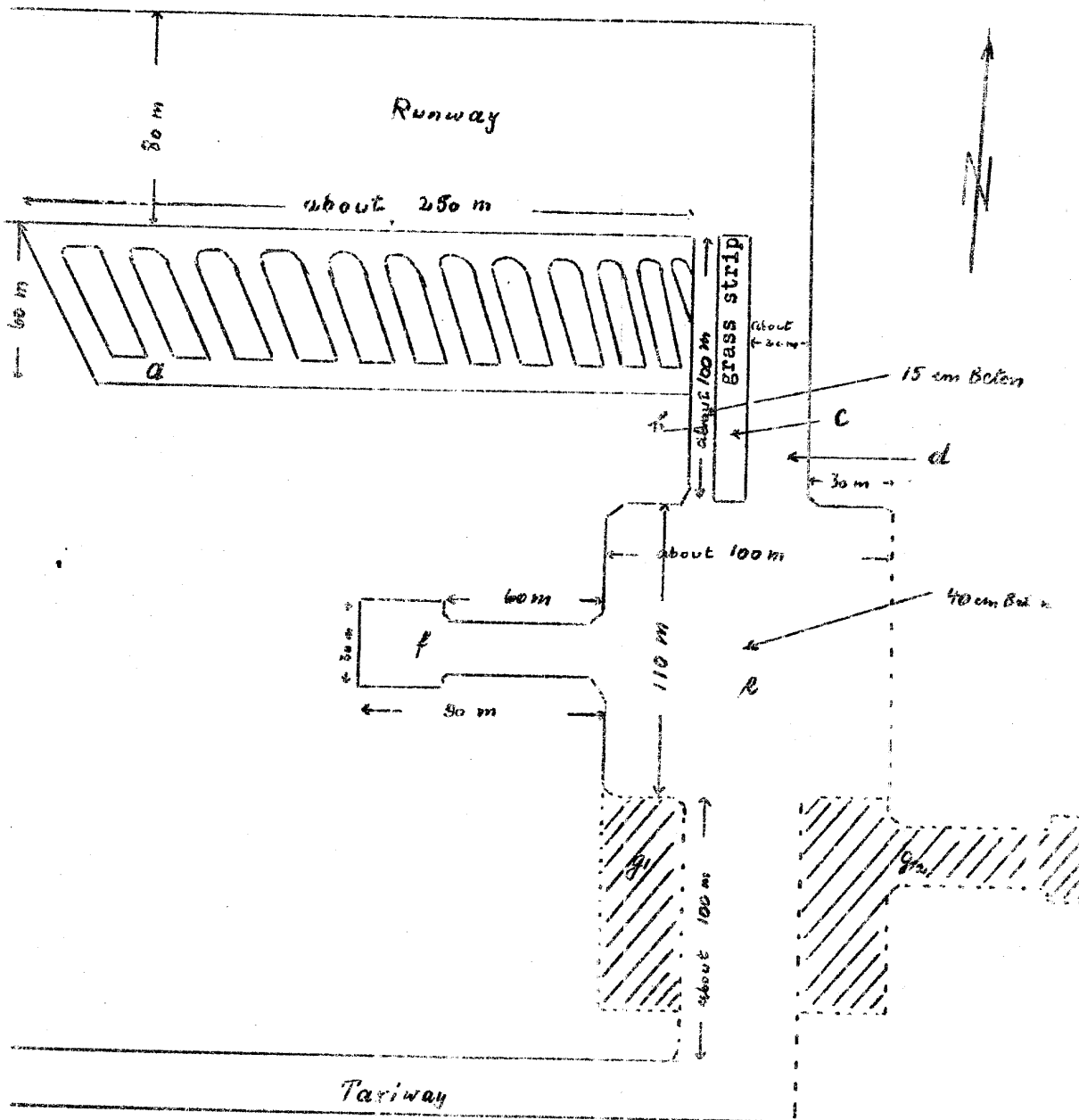
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Eastern End of Runway and Taxiway at Schorfheide Airfield



For legend, see next page.

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1 cm = 20 m

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Eastern End of Runway and Taxiway at Schorfheide Airfield

Legend:

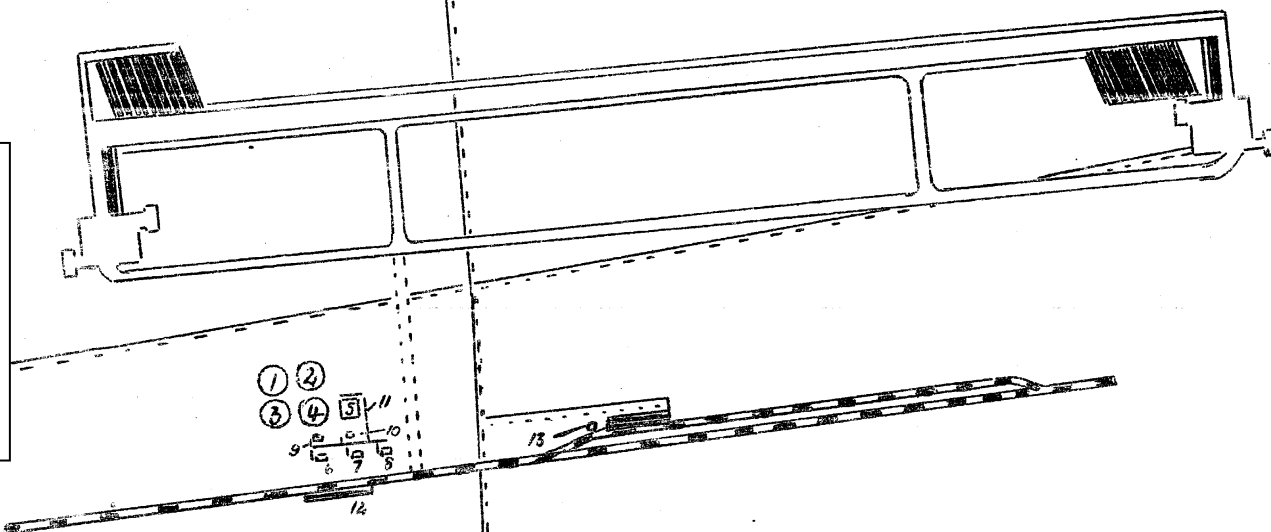
- a. Strips, referred to as harp, 220 to 250 meters long, about 60 meters wide, with 12 grass strips, each 10 to 12 meters wide, and 13 concrete strips each consisting of 2 concrete slabs, each 4 meters wide.
- b. Concrete road, about 100 meters long and 8 meters wide with concrete top layer 15 cm thick.
- c. Grass strip, about 100 meters long and 10 to 12 meters wide.
- d. Concrete lane, about 22 meters wide; concrete cover 40 cm thick.
- e. Strip about 110 meters long and 100 meters wide with 40-cm-thick concrete cover.
- f. Hardstand, 90 meters long, with turning apron about 30 meters square; the hatched sections g_1 and g_2 are scheduled for improvement, according to preparatory work observed there.

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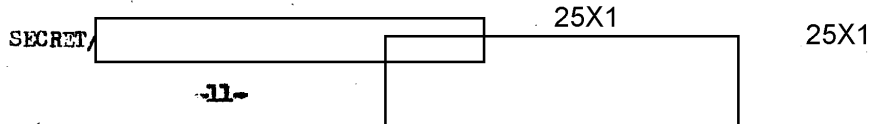
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Fuel Dump at Schorfheide Airfield



For legend, see next page.



Fuel Dump at Schorfheide Airfield

Legend.

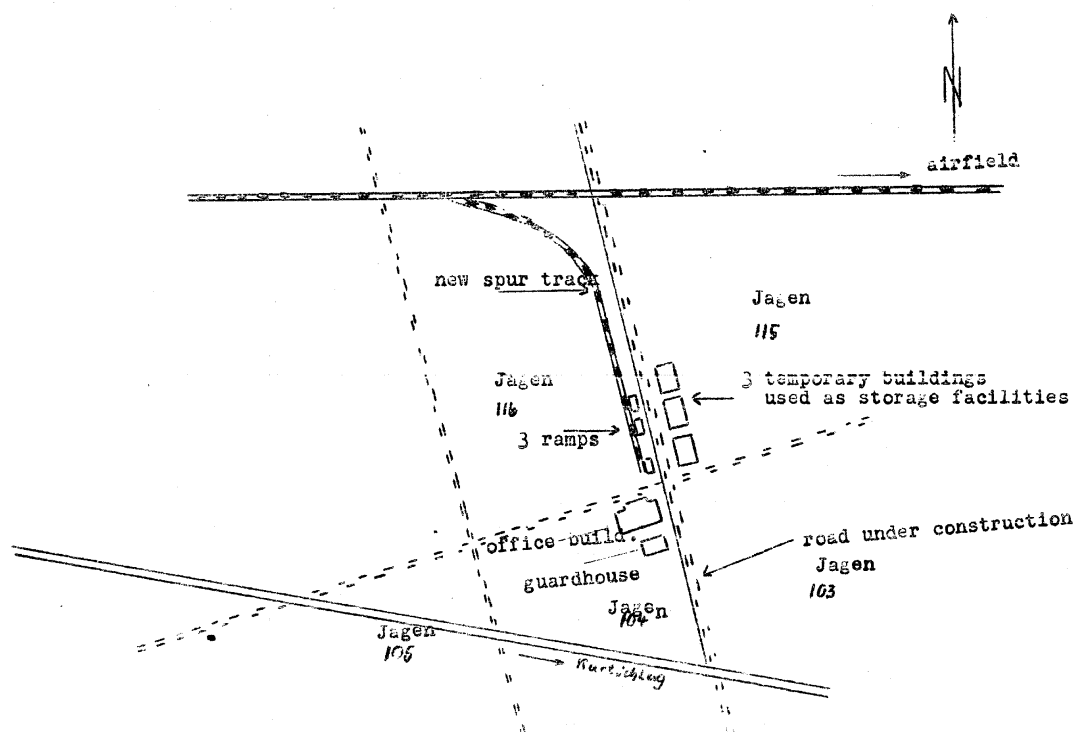
- 1 to 4 Holes for fuel containers, each 25 meters in diameter and 1.5 meters deep.
- 5 Pumping house, 6 x 8 meters, 4.1 meters high
- 6 to 8 Concrete blocks for fuel pumps, each 2.5 x 1.5 meters and 1.2 meters high
- 9 and 10 Concrete blocks for fuel pumps, each 1.2 x 1.2 x 1.2 meters
- 11 Ditch for fuel pipe
- 12 New platform for passenger traffic, 60 meters long and 5 meters wide
- 13 Excavation west of loading ramp

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Location Sketch of Ammunition Dump Near Schorfheide Airfield

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